SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 37/02

Page 45—Line 1/L; insert after:

Practices and Procedures for Public Ports

Transport Canada, pursuant to Section 76 of the Canada Marine Act, has instituted practices and procedures to be followed by all ships entering, berthing, departing, maneuvering, or anchoring in the waters of all public ports. These practices and procedures, which have been developed for the purposes of promoting safe and efficient navigation and environmental protection within the limits of public ports, can be accessed through the Internet at the following web address:

Practices and Procedures for Public Ports
http://www.tc.gc.ca/programs/ports/practproc.htm

(Transport Canada Home Page) 42/02

Page 49—Lines 44 to 49/R; read:

coordinated at the Joint Rescue Coordination Center (JRCC) situated at the Canadian Forces Base Esquimalt (Victoria). Canadian Forces and Coast Guard officers maintain a continuous watch at this center. The JRCC is the headquarters of a coordinated network of agencies trained to search for and aid vessels in distress. The JRCC is alerted by Coast Guard Marine

(PUBS 028/02) 42/02

Page 50—Lines 7 to 8/L; read:

Master to ensure the JRCC concerned is informed and kept up to date since the JRCC has at its disposal expertise and

(PUBS 028/02) 42/02

Page 50—Lines 12 to 14/L; read:

JRCC and/or the Master of the vessel in distress.

The Canada Shipping Act provides for legal penalties for refusal to give aid. The JRCC may delegate its authority to the

(PUBS 028/02) 42/02

PUB 126 7 Ed 2002 LAST NM 41/02

Page 217—Lines 42 to 47/R; read:

Depths—Limitations.—A 1.65 mile wide channel leads from seaward; Kurukiki Reef, Takanupe Island, and Bara Shoal border the W side of the channel, while Banaru Reef and Karikiberia Shoal lie on the channel's E side. A depth of 5.6m, best seen on the chart, lies 2 miles W of Kurukiki Reef. An ore-loading wharf, situated on the N side of the bay, is 76m in length, with alongside depths of 12.1m.

(34(3652)02 Taunton) 42/02

PUB 140 2 Ed 2001 LAST NM 32/02

Page 23—Line 47/R; read:

Practices and Procedures for Public Ports

Transport Canada, pursuant to Section 76 of the Canada Marine Act, has instituted practices and procedures to be followed by all ships entering, berthing, departing, maneuvering, or anchoring in the waters of all public ports. These practices and procedures, which have been developed for the purposes of promoting safe and efficient navigation and environmental protection within the limits of public ports, can be accessed through the Internet at the following web address:

Practices and Procedures for Public Ports
http://www.tc.gc.ca/programs/ports/practproc.htm

(Transport Canada Home Page) 42/02

Page 25—Lines 48 to 50/R; read:

off the Atlantic coasts of Canada and operate a Joint Rescue Coordination Center (JRCC) at Halifax, N.S., for this purpose. Canadian Coast Guard officers are attached to the JRCC to give

(PUBS 028/02) 42/02

Page 25—Line 56/R; read:

The JRCC at Halifax maintains a 24-hour watch (call sign VCS)

(PUBS 028/02) 42/02

Page 26—Line 11/L; read:

sighting report to the JRCC.

(PUBS 028/02) 42/02

PUB 154 8 Ed 2002 LAST NM 31/02

Page 10—Line 37/L; read:

The **Port of Victoria Traffic Scheme** (PVTS) is not a "traffic

(Can NM 5W/02) 42/02

PUB 159 8 Ed 2002 NEW EDITION

(NIMA) 42/02

PUB 180 3 Ed 2002 LAST NM 33/02

Page 51—Line 10/R; insert after:

Practices and Procedures for Public Ports

Transport Canada, pursuant to Section 76 of the Canada Marine Act, has instituted practices and procedures to be followed by all ships entering, berthing, departing, maneuvering, or anchoring in the waters of all public ports. These practices and procedures, which have been developed for the purposes of promoting safe and efficient navigation and environmental protection within the limits of public

PUB 180 (Continued)

ports, can be accessed through the Internet at the following web address:

Practices and Procedures for Public Ports
http://www.tc.gc.ca/programs/ports/practproc.htm

(Transport Canada Home Page) 42/02

Page 52—Lines 8 to 14/L; read:
Joint Rescue Coordination Centers (JRCCs) are situated in the Canadian Forces bases at Halifax, N.S.; Trenton, Ontario; and Victoria, B.C. to coordinate activities in their regions. Each JRCC is the headquarters of a coordinated network of agencies trained and responsible to search for and aid vessels in distress. There are Canadian Coast Guard officers at each JRCC who are on
(PUBS 028/02) 42/02

Page 52—Line 19/L; read:
as sub-centers of the above-mentioned JRCCs. The MRCs at St.
(PUBS 028/02) 42/02

Page 52—Line 26/L; read:
directed to the appropriate MRCs or JRCC via the nearest
(PUBS 028/02) 42/02

PUB 191 9 Ed 2000 LAST NM 17/02
Page 100—Line 30/L; read:
in winter.

Aspect

The Varne (50˚58'N., 1˚20'E.), a dangerous steep-to and narrow shoal, lies 11 miles NW of Cap Griz-Nez and extends for about 8 miles. Strong tide rips occur in the vicinity of this shoal and a heavy sea breaks over it during bad weather. This shoal has a least depth of about 3m and is marked by lighted buoys.

Varne Lightvessel (51˚01'N., 1˚24'E.), with a red hull, is moored at the NE end of The Varne and equipped with a racon.

The Ridge (Le Colbart) (50˚53'N., 1˚20'E.), a dangerous steep-to and narrow shoal, lies about 10 miles W of Cap Gris-Nez. It extends for about 10 miles and forms a natural separation between the traffic lanes of the TSS. This shoal, which is composed mostly of sand with mud and shells in places, has a least depth of 1.5m and is marked by lighted buoys. The sea breaks heavily on this shoal, especially with the wind against the tidal current.

Bullock Bank (50˚45'N., 1˚05'E.), a steep-to and narrow shoal, lies about 20 miles WSW of Cap Gris-Nez. It extends for about 7 miles and is marked by a lighted buoy. This bank has a least depth of 14m and is usually marked by strong tidal rips.

Les Ridens (50˚45'N., 1˚18'E.), lying about 13 miles SW of Cap Gris-Nez, is an area consisting of several shoals. These shoals are formed of sand, gravel, and shells disposed irregularly on a rocky bottom. The area has a least depth of 13m and is marked by a lighted buoy. The sea breaks heavily on this area and strong eddies occur in bad weather.

Bassurelle (50˚38'N., 1˚05'E.), a sandy shoal with a least depth of about 7m, lies 24 miles SW of Cap Gris-Nez. Strong eddies and a dangerous sea occur during bad weather, especially with the wind against the tidal current, in the vicinity of this shoal. The shoal extends for about 9 miles and the depths over it frequently change.

Bassurelle Lighted Buoy (50˚33'N., 0˚58'E.), equipped with a racon, is moored about 1.5 miles off the SW side of this shoal.

Vergoyer (50˚33'N., 1˚15'E.), a narrow sandbank, lies 23 miles SSW of Cap Griz-Nez. It extends for about 15 miles and is marked by lighted buoys. A shoal patch, with a least depth of 4.2m, lies near the NE extremity. The E side of this sandbank is steep-to while the W side slopes gradually. In bad weather the sea breaks over this bank.

Vergoyer N Lighted Buoy (50˚40'N., 1˚22'E.), equipped with a racon, is moored about 2 miles N of the N end of this bank.

Bassure de Baas (50˚27'N., 1˚20'E.), a narrow bank of sand and shells, lies with its N end located about 4.5 miles SSW of Cap Griz-Nez. This bank has mostly depths of less than 7m and extends for about 35 miles. During bad weather the sea breaks heavily over the entire bank.

Numerous unmarked wrecks lie in the channel leading between the mainland coast and the N part of Bassure de Baas.

Battur, a shoal extending for about 9 miles, lies parallel with and SE of the SW extremity of Bassure de Baas. It has a least depth of 8.9m and is formed of sand, gravel, and shells. During strong W winds the sea breaks heavily on this shoal.

Sandettie (51˚15'N., 2˚00'E.), a shoal bank extending for about 15 miles, lies with its SW end located 11 miles NNW of Calais. It has a least depth of 5m and is marked by lighted buoys.

Sandettie Lightvessel (51˚09'N., 1˚47'E.), with a red hull, is moored off the SW end of the bank and equipped with a racon. This lightvessel may be replaced by a Lanby during the summer months.

Foxtrot 3 Lightvessel (51˚24'N., 2˚01'E.), with a red hull, is equipped with a racon. It is moored 6 miles NNW of the N end of Sandettie and marks the center separation zone of the TSS. This lightvessel is situated in an area of extensive crossing traffic and vessels should avoid approaching within 500m of it.

Inter Bank Lighted Buoy (51˚17'N., 1˚52'E.) (special) is moored 9 miles SW of the F3 Lightvessel and is equipped with a racon. It is located 2 miles NW of the NW side of Sandettie and marks the center separation zone of the TSS.

MPC Lighted Buoy (51˚06'N., 1˚38'E.) is moored 13.5 miles SW of the Inter Bank Lighted Buoy and marks the center separation zone of the TSS.

F2 Lighted Buoy (51˚21'N., 1˚56'E.) is moored 4.5 miles NE of the Inter Bank Lighted Buoy and marks the center separation zone of the TSS.

F1 Lighted Buoy (50˚11'N., 1˚45'E.) is moored 7 miles SW of the Inter Bank Lighted Buoy and marks the center separation zone of the TSS.

PUB 191 (Continued)

Dyck Lighted Buoy (51˚03'N., 1˚52'E.), equipped with a racon, is moored about 5 miles N of Calais.

Ruytingen SW Lighted Buoy (51˚05'N., 1˚47'E.) is moored about 3.7 miles WNW of Dyck Lighted Buoy at the SE limit of the northeastbound traffic lane.

Out Ruytingen (51˚08'N., 2˚04'E.) extends ENE for about 16 miles from the vicinity of the Ruytingen SW Lighted Buoy. It has depths of less than 5m in parts and is the outermost shoal fronting the coast in this area.

South Falls (51˚23'N., 1˚47'E.), a narrow shoal, lies with its S extremity located about 5 miles N of the SW end of Sandettie. It has a least depth of about 6m and is marked by lighted buoys. This shoal extends ENE for about 15 miles and forms the SE most part of the Outer Banks fronting the Thames Estuary.

South Falls Lighted Buoy (51˚14'N., 1˚44'E.) is moored close S of the S end of South Falls at the NW limit of the southwestbound traffic lane.

East Goodwin Lightvessel (51˚13'N., 1˚36'E.), with a red hull, is moored 8 miles WNW of Sandettie Lightvessel and equipped with a racon.

CS4 Lighted Buoy (51˚09'N., 1˚34'E.) is moored about 4.8 miles SSW of the East Goodwin Lightvessel at the NW limit of the southwestbound traffic lane.

Colbert N Lighted Buoy (50˚07'N., 1˚24'E.) is moored about 4 miles S of the Varne Lightvessel at the center separation zone of the TSS.

For additional navigational aids marking the southwestbound lane of the TSS, see Sector 7.

(36(3780)02 Taunton) 42/02

PUB 192 7 Ed 2000 LAST NM 37/02

Page 40—Lines 20 to 59/R; read:

Pilotage.—Humber Pilotage Control and Vessel Traffic Service (VTS) are combined in a single center located at Spurn Point. Pilot orders for inbound and outbound passages must be sent to the VTS center by fax, telephone, telex, or VHF channel 14 or 12 as appropriate. In the approaches to the Humber, VHF channel 13 is used as an intership channel and for communication between pilot boats and vessels embarking pilots.

Pilotage is compulsory for vessels over 60m in length and all vessels carrying dangerous substances in bulk. Vessels requiring pilotage should send an ETA message to the VTS center at least 12 hours in advance of arriving at the seaward limit of the pilotage area. The message must state the following:

1. Length.
2. Name and call sign.
3. Grt and nrt.
4. Air draft.
5. Draft and dwt (actual).
6. Summer draft and dwt.
7. Destination.
8. ETA at destination and at Spurn Light Float.
9. Last port of call and original port of call.
10. Berthing orders.
11. Details of cargo.
12. Pilotage requirements and pilot boarding position.
13. Pilot Exemption Certificate number.
14. Report (Schedule II) for vessels carrying dangerous goods.
15. Defects and any other information.

Inbound vessels must confirm their ETA as follows:

a. 4 hours prior to arriving at the Alpha Lighted Buoy (53˚32.8'N., 0˚13.3'E.) on VHF channel 15.

b. 2 hours 30 minutes prior to arriving at the Alpha Lighted Buoy (53˚32.8'N., 0˚13.3'E.) on VHF channel 14.

The ETA confirmation at 2 hours 30 minutes is required under all circumstances and is not dependent on the availability of a berth or berthing time.

Vessels claiming exemption from compulsory pilotage should inform the VTS center of their intentions. Pilotage is recommended for those vessels exempted but without local knowledge.

All pilotage requirements by inbound vessels should be made through VTS Humber on VHF channel 14 or 15 up to the meridian of the No. 4A Clee Ness Light Float (53˚35'N., 0˚02'E.). Above this meridian (upriver) vessels should use VHF channel 12.

The pilotage control and VTS center at Spurn Head has radar coverage from seaward of the Humber Light Float to Immingham. Pilot launches operate from a small pier on the W side of the head.

Pilots board vessels over 40,000 dwt, over 20,000 cubic meters (gas carriers), or with drafts over 11m about 1.5 miles NE of the Humber Light Float. Such vessels, while awaiting a pilot, should anchor in the deep-water anchorage centered about 3.5 miles SE of the Humber Light Float.

Vessels should be aware that tidal currents in this area have, on occasion, exceeded the predicted rate and anchored vessels have dragged their anchor N, at rates of up to 2 knots, towards the gas pipelines situated 4 miles N. Due to these strong tidal currents, it is inadvisable for deep-draft vessels to embark the pilot closer to the shore. In addition, there is no certainty that suitable anchorages can be found if for any reason these vessels cannot proceed directly to their final berths.

Pilots board other vessels about 1 mile SE of Spurn Light Float (53˚33.5'N., 0˚14.3'E.), in the Precautionary Area.

(BA NP 286) 42/02

Page 41—Lines 12 to 53/L; read:

Traffic Control.—The Vessel Traffic Service Humber (VTS Humber) is divided into two operational areas.

Area 1 extends from the sea to the meridian of the No. 4A Clee Ness Light Float (53˚35'N., 0˚02'E.).

Area 2 extends upriver from the meridian of the No. 4A Clee Ness Light Float to Gainsborough, on the River Trent, and Goole, on the River Ouse.

General information including visibility, weather, tidal information, aids, navigational warnings, and traffic is broadcast for the Rivers Humber, Ouse, and Trent.

The VTS procedures are mandatory for all vessels over 50 grt and those vessels carrying dangerous cargoes.

Vessels within Area 1 should contact VTS Humber on VHF channel 14 or channel 15 (see below). Vessels within Area 2 should contact VTS Humber on VHF channel 12. All vessels should keep a continuous watch on the appropriate channel.

PUB 192 (Continued)

Inbound vessels should send a report to VTS Humber at least 24 hours in advance or within 1 hour of leaving a previous port of call where such port is not situated within the River Humber. The report should include an ETA and the same information as listed above in the request for pilotage message.

VHF channel 15 is the long-range communication channel. It should be used for initial contact by vessels arriving from seaward 4 hours from the Alpha Lighted Buoy. When such vessels are 2 hours 30 minutes away from this buoy, VHF channel 14 should be used and monitored.

Vessels fitted with the appropriate equipment should, after giving the initial notice on VHF channel 15, on approaching the Humber monitor VHF channel 14 and channel 16.

To avoid congestion on VHF channel 12, vessels upriver of the No. 4A Clee Ness Light Float wishing to communicate with each other (intership) for the purpose of navigation should use VHF channel 12 and then move to channel 10. (Vessels are not required to keep a listening watch on VHF channel 10).

Inbound vessels are required to report to VTS Humber on VHF, as follow:

1. When entering the TSS and passing either the Outer Binks Lighted Buoy (53˚37.2'N., 0˚20.2'E.) or the Outer Sea Reach Lighted Buoy (53˚32.7'N., 0˚23.0'E.) or the Outer Rosse Reach Lighted Buoy (53˚29.8'N., 0˚20.9'E.).
2. When the pilot is embarked.
3. When passing the Alpha Lighted Buoy (53˚32.8'N., 0˚13.3'E.).
4. When anchoring or not proceeding to a port.
5. When passing the No. 4A Clee Ness Light Float (Change from VHF channel 14 to channel 12).
6. When passing the Sunk Split Lighted Buoy (53˚37.1'N., 0˚04.6'W.).
7. When passing the No. 19 Paull Sand Lighted Buoy (53˚42.0'N., 0˚13.7'W.).
8. When passing Trent Falls (53˚42.0'N., 0˚41'W.).
9. When securely moored at a final berth within the ports and docks of the Rivers Humber, Ouse, or Trent.

Inbound and outbound vessels intending to navigate the Sunk Dredged Channel should obtain clearance from VTS Humber prior to passing Spurn Point (53˚34.0'N., 0˚6.6'W.).

The Sunk Dredged Channel in now dredged continuously; the least available depth is announced by VTS Humber on VHF channel 12 during regular river broadcasts. This information is also available on request from VTS Humber.

Prior to entering the river, all vessels carrying dangerous cargo should request anchoring or berthing instructions from VTS Humber.

Humber Serious Marine Emergency Plan (HSMEP) is a contingency plan developed to deal with any marine accident or emergency including oil pollution within the river. Details of this plan and the emergency will be broadcast by VTS Humber on VHF channels 12, 14, and 16.

(BA NP 286) 42/02

PUB 200 4 Ed 2002 LAST NM 39/02

Page 119—Line 26/R; read:

fronted by an islet. Point Wild, located on the N coast of Elephant Island, approximately 7 miles W of Cape Valentine, can be identified by a beacon and a monument. An underwater rock, over which the depth is uncertain but which is considered dangerous to navigation, has been reported (2002) to lie about 0.5 mile NNW of Point Wild in approximate position 61˚05'S, 54˚52'W.

(BA NM 21/02) 42/02

COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 16
LAST NM 39/02

Page 91—Paragraph 1752; insert after:

§334.45 Kennebec River, Bath Iron Works Shipyard, Naval Restricted Area, Bath, Maine.

(a) *The area*. The waters within a coffin shaped area on the west side of the river south of the Carlton (Route 1) highway bridge beginning on the western shore at latitude 43˚54'40.7"N., longitude 069˚48'44.8"W.; thence easterly to latitude 43˚54'40.7"N., longitude 069˚36.8"W.; thence southeasterly to latitude 43˚54'10.4"N., longitude 069˚48'34.7"W.; thence southwesterly to latitude 43˚53'55.1"N., longitude 069˚48'39.1"W.; thence westerly to latitude 43˚53'55.1'N., longitude 69˚48'51.8"W.; thence northerly along the westerly shoreline to the point of origin.

(b) *The regulation.* All persons, swimmers, vessels and other craft, except those vessels under the supervision or contract to local military or Naval authority, vessels of the United States Coast Guard, and local or state law enforcement vessels, are prohibited from entering the restricted areas without permission from the Supervisor of Shipbuilding, USN Bath, Maine or his authorized representative.

(c) *Enforcement*. The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the, Supervisor of Shipbuilding, Conversion and Repair, Bath, United States Navy and/or such agencies or persons as he/she may designate.

(CL 738/02; 25/02 CG1) 42/02

Page 247—Paragraph 93, lines 8 to 10; read:

are close to the sailing line. In 1997-June 2000, the dredged section of Salem Channel had a controlling depth of 25 feet (28 feet at midchannel), thence 28 feet in the turning basin. Salem Channel is well ...

(CL 738/02; DD 3043; 25/02 CG1) 42/02

Page 264—Paragraph 237, lines 5 to 8; read:

Quincy Point. The channel is well marked. In October 2000-November 2001, the controlling depths were 28.9 feet (31.4 feet at midchannel) to the highway bridge at Quincy Point, thence 27.6 feet to the head of the project. There were depths of 27 feet to 35 feet available in the turning basin 0.5 mile above ...

(BPs 177834-42; 30/02 CG1) 42/02

Page 267—Paragraph 34, line 3; read:

clearance of 12 feet. In July 2002, an obstruction (submerged piling) was reported in North River directly under State Highway Route 3A bridge; the piling is reported visible at

COAST PILOT 1 (Continued)

low tides. The second highway bridge about 4 miles above ...
(27/02 CG1) 42/02

COAST PILOT 1 32 Ed 2001 Change No. 17

Page 92—Paragraph 1785; read:
(c) *Approaching North Atlantic right whales*.
(FR 5/31/01; 50 CFR 224) 42/02

COAST PILOT 2 31 Ed 2001 Change No. 19
LAST NM 39/02

Page 34—Paragraph 5, line 2; read:
and Atmospheric Administration: (50 CFR 222, 224, AND 226).
(50 CFR 224) 42/02

Page 113—Paragraph 2821; read:
(c) *Approaching North Atlantic right whales.*
(FR 5/31/01; 50 CFR 224) 42/02

Page 250—Paragraph 469, line 6; read:
regulations.) In July 2002, Long Island Railroad bridge was reported inoperable as a swing bridge and closed to vessel traffic. Clearance under the fixed bridge is 83 feet.
(29/02 CG1) 42/02

Page 289—Paragraph 36, lines 4 to 5; read:
shore with a clearance of 195 feet, and the tops of the towers are about 600 feet above the water. When the traveller platform is in use, the bridge clearance is reduced to 180 feet.
(NOS 12345; CL 1734/99;
CL 1015/66; CL 319/94) 42/02

COAST PILOT 3 35 Ed 2002 Change No. 17
LAST NM 37/02

Page 35—Paragraph 5, line 2; read:
and Atmospheric Administration: (50 CFR 222, 224, AND 226).
(50 CFR 224) 42/02

Page 112—Paragraph 2747, line 3 to Page 113—Paragraph 2771; read:
easternmost point of Pasque Island (41˚26'55"N., 70˚ 50'30"W.).

TITLE 50-WILDLIFE AND FISHERIES

PART 222–General Endangered and Threatened Marine Species

Subpart A–Introduction and General Provisions

§222.101 Purpose and scope of regulations.

(a) The regulations of parts 222, 223, and 224 and this chapter implement the Endangered Species Act (Act), and govern the taking, possession, transportation, sale, purchase, barter, exportation, importation of, and other requirements pertaining to wildlife and plants under the jurisdiction of the Secretary of Commerce and determined to be threatened or endangered pursuant to section 4(a) of the Act. These regulations are implemented by the National Marine Fisheries Service, National Oceanic and Atmospheric Administration, U.S. Department of Commerce. This part pertains to general provisions and definitions. Specifically, parts 223 and 224 pertain to provisions to threatened species and endangered species, respectively. Part 226 enumerates designated critical habitat for endangered and threatened species. Certain of the endangered and threatened marine species enumerated in §§224.102 and 223.102 are included in Appendix I or II to the Convention on International Trade of Endangered Species of Wild Fauna and Flora. The importation, exportation, and re-exportation of such species are subject to additional regulations set forth of 50 CFR part 23, chapter I.

(b) For rules and procedures relating to species determined to be threatened or endangered under the jurisdiction of the Secretary of the Interior, see 50 CFR parts 10 through 17. For rules and procedures relating to the general implementation of the Act jointly by the Departments of the Interior and Commerce and for certain species under the joint jurisdiction of both the Secretaries of the Interior and Commerce, see 50 CFR Chapter IV. Marine mammals listed as endangered or threatened and subject to these regulations may also be subject to additional requirements pursuant to the Marine Mammal Protection Act (for regulations implementing that act, see 50 CFR part 216).

(c) No statute or regulation of any state shall be construed to relieve a person from the restrictions, conditions, and requirements contained in parts 222, 223, and 224 of this chapter. In addition, nothing in parts 222, 223, and 224 of this chapter, including any permit issued pursuant thereto, shall be construed to relieve a person from any other requirements imposed by a statute or regulation of any state or of the United States, including any applicable health, quarantine, agricultural, or customs laws or regulations or any other National Marine Fisheries Service enforced statutes or regulations.

PART 224–Endangered Marine and Anadromous Species

§224.103 Special prohibitions for endangered marine mammals.

(c) *Approaching North Atlantic right whales*.

(1) *Prohibitions*. Except as provided under paragraph (b)(3) of this section, it is unlawful for any person subject to the jurisdiction of the United States to commit, attempt to commit, to solicit another to commit, or cause to be committed any of the following acts:

(i) Approach (including by interception) within 500 yards (460 m) of a right whale by vessel, aircraft, or any other means;

(ii) Fail to undertake required right whale avoidance measures specified under paragraph (b)(2) of this section.

(2) *Right Whale avoidance measures.* Except as provided under paragraph (b)(3) of this section, the following avoidance measures must be taken if within 500 yards (460 m) yards of a right whale:

COAST PILOT 3 (Continued)

(i) If underway, a vessel must steer a course away from the right whale and immediately leave the area at a slow safe speed.

(ii) An aircraft must take a course away from the right whale and immediately leave the area at a constant airspeed.

(3) *Exceptions.* The following exceptions apply to this section, but any person who claims the applicability of an exception has the burden of proving that the exception applies:

(i) Paragraphs (b)(1) and (b)(2) of this section do not apply if a right whale approach is authorized by the National Marine Fisheries Service through a permit issued under part 222, subpart C, of this chapter (General Permit Procedures) or through a similar authorization.

(ii) Paragraphs (b)(1) and (b)(2) of this section do not apply where compliance would create an imminent and serious threat to person, vessel, or aircraft.

(iii) Paragraphs (b)(1) and (b)(2) of this section do not apply when approaching to investigate a right whale entanglement or injury, or to assist in the disentanglement or rescue of a right whale, provided that permission is received form the National Marine Fisheries Service or designee prior to the approach.

(iv) Paragraphs (b)(1) and (b)(2) of this section do not apply to an aircraft unless the aircraft is conducting whale watch activities.

(v) Paragraph (b)(2) of this section does not apply to the extent that a vessel is restricted in her ability to maneuver and, because of the restriction, cannot comply with paragraph (b)(2) of this section.

PART 226–Designated Critical Habitat

§226.101 Purpose and scope.

The regulations contained in this part identify those habitats designated by the Secretary of Commerce as critical under section 4 of the Act, for endangered and threatened species under the jurisdiction of the Secretary of Commerce. Those species are enumerated at §223.102 of this chapter, if threatened and at Sec. 224.101 of this chapter, if endangered. For regulations pertaining to the designation of critical habitat, see part 424 of this title, and for regulations pertaining to prohibition against the adverse modification or destruction of critical habitat, see part 402 of this title. Maps and charts identifying designated critical habitat that are not provided in this section may be obtained upon request to the Office of Protected Resources (see §222.102, definition of "Office of Protected Resources").

§226.203 Critical habitat for Northern right whales.
(50 CFR 222, 224, and 226; FR 5/31/01) 42/02

COAST PILOT 4 33 Ed 2001 Change No. 40
LAST NM 34/02

Page 126—Paragraph 2882; read:

(c) *Approaching North Atlantic right whales.*
(FR 5/31/01; 50 CFR 224) 42/02

Page 223—Paragraph 136, line 15; read:

Entrance Lighted Whistle Buoy CF (33˚48'10"N., 78˚ 05'15"W.); the ...
(24/02 CG05; LL/01) 42/02

Page 226—Paragraph 13, lines 7 to 11; read:

4.2 feet at the inlet and about 2 feet at Supply. In August 2001, the reported midchannel controlling depths were 4.3 feet from the Intracoastal Waterway to Lockwoods Folly River Daybeacon 10, thence 3.7 feet to Daybeacon 16, thence 2.3 feet to Supply. The river channel is marked ...
(CL 132/02) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 24
LAST NM 39/02

Page 254—Paragraph 229, lines 11 to 13; read:

bay side of Destin close N of the bridge. In November 2001, the controlling depth through the channel into Destin Harbor was 4.3 feet (6.7 feet at midchannel). It is reported that the channel shoals ...
(BP 176832) 42/02

Page 270—Paragraph 222, lines 6 to 9; read:

miles above the State Route 613 bridge. In November 2001, the controlling depth was 6.8 feet (10.1 feet at midchannel) to the State Route 613 bridge, thence 5.8 feet to the head of the project with shoaling to 0.8 foot in the N half of the channel at the head of the ...
(BPs 176906-14) 42/02

Page 310—Paragraph 41, lines 7 to 10; read:

Waterway. In March-April 2002, the controlling depth was 11 feet across the bar, thence 4 feet to Light 19, thence 5 feet to Light 43, thence 8 feet to the entrance of Bayou Rigolettes, thence 6 feet to the junction with the Intracoastal Waterway.
(DDs 2890-98; DDs 2762-64) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 25

Page 64—Paragraph 725, line 2; read:

eastward of longitude 66˚05'45"W.
(33 CFR 110.74c) 42/02

Page 69—Paragraph 841; read:

29˚20'37.0"N., 94˚46'08.0"W.;
(33 CFR 110.197) 42/02

Page 75—Paragraphs 1061 to 1062; strike out.
(33 CFR) 42/02

COAST PILOT 5 (Continued)

Page 95—Portion of Table 161.18(a); read:

TABLE 161.18(a).- The IMO STANDARD SHIP REPORTING SYSTEM

X XRAY	Miscellaneous	Any other information as appropriate. [i.e., a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation; configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].

(33 CFR 161.18(a)) 42/02

Page 122—Paragraphs 2811 to 2816; read:

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

(33 CFR 167.5) 42/02

Page 252—Paragraph 205, lines 6 to 7; read:

Choctawhatchee Bay Entrance Lighted Whistle Buoy CB (30˚22'18"N., 86˚30'24"W.), about 0.5 mile off the entrance to the ...

(LL/02) 42/02

Page 268—Paragraph 172, lines 1 to 4; read:

Prominent features.–The six refinery flares, E of Bayou Casotte, are very prominent from offshore at night. At the north end of Bayou Casotte, a 140-foot gypsum pile is prominent. The ...

(CL 1687/02) 42/02

Page 268—Paragraph 176, line 9; read:

for a depth of 40 feet in Horn Island Pass Channel and 42 feet in ...

(CL 1687/02; 33/02 CG8) 42/02

Page 268—Paragraph 177, line 4; read:

Lighted Buoys 27 and 29. Situations resulting in collisions, ...

(CL 1687/02; LL/02) 42/02

Page 269—Paragraph 187, lines 5 to 7; read:

Pilotage is available from Pascagoula Bar Pilots' Association, 3309 Frederick Street, Suite 3, Pascagoula, MS 39567, telephone 228-762-1151, FAX 228-762-0660. Pilots board vessels about 1 mile S to SE of ...

(CL 1687/02) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 26

Page 244—Paragraph 36, lines 6 to 7; read:

N and **Bald Point** on the S. **Ochlockonee Bay Light OB** (29˚56'00"N., 84˚18'00"W.), 16 feet above the water and shown ...

(LL/02) 42/02

Page 269—Paragraph 188, lines 1 to 2; read:

The pilot boats, 37 feet long with a forward house, and 35 feet long with an aft house, each have a ...

(CL 1687/02) 42/02

Page 269—Paragraph 188, line 8; read:

water. Pilots can be arranged for by telephone (228-762-1151) ...

(CL 1687/02) 42/02

Page 269—Paragraph 193; read:

Pascagoula Coast Guard Station is on the N side of Singing River at the entrance to the Pascagoula River.

(CL 1687/02) 42/02

Page 269—Paragraph 195, line 8; read:

(228-762-4041).

(CL 1687/02) 42/02

Page 269—Paragraph 202; strike out.

(CL 1687/02) 42/02

COAST PILOT 5 (Continued)

Page 269—Paragraph 206, lines 3 to 9; read:
38 feet alongside; 159,000 square feet covered storage; receipt and shipment of conventional and roll-on/roll-off general cargo in foreign and domestic trade; shipyard repair facilities to 13 acres; mooring offshore mobile platforms/rigs for repairs; owned by Jackson County Port Authority and operated by Friede Goldman Offshore.
(CL 1687/02) 42/02

Page 270—Paragraph 210, line 3; read:
space with dolphins; deck height, 15 feet; 42 feet alongside; pipelines ...
(CL 1687/02) 42/02

Page 270—Paragraph 211, line 3; read:
space with dolphins; deck height, 15 feet; 42 feet alongside; pipelines ...
(CL 1687/02) 42/02

Page 270—Paragraph 218, line 1; read:
Repairs.–The Northrup Grumman Ingalls is engaged primarily ...
(CL 1687/02) 42/02

Page 270—Paragraph 219, lines 3 to 12; read:
vessels are built. Friede Goldman Offshore and Halter operates five yards in the Pascagoula/Jackson County area providing service to semi-submersible and jack-up oil rigs as well as a vastly assortment of ships and boats. One is adjacent to the Port Authority Terminal D on the Pascagoula River, two are above the highway 90 bridge in the Escatawpa and Moss Point areas. The two largest are on the west side of Bayou Casotte with large floating cranes and gantry crane service available. There are other independently operated repair yards. The largest of these is on the S side of Krebs Lake. A floating drydock at the yard can handle vessels to 190 feet long and 45 feet wide, has a depth of 12 feet over the keel blocks, and has a lifting capacity of 800 tons. A 100-ton marine railway that can handle most vessels to about 100 feet long and a 60-ton mobile hoist are at the yard. Other yards have marine lifts and marine ways with facilities for handling vessels and barges. Machine shops are available. Several of the smaller yards build wooden and steel vessels up to 140 feet and barges up to 250 feet.
(CL 1687/02) 42/02

Page 270—Paragraph 220, line 3; read:
Export Railroad which connects with the Canadian National Railroad ...
(CL 1687/02) 42/02

Page 313—Paragraph 102, line 8; read:
by lights and daybeacons. Another route is through **East Champagne Bay**, ...
(CL 1631/02; NOS 11365; LL/02) 42/02

Page 342—Paragraph 203, lines 2 to 4; read:
Channel and an Outer Bar Channel both dredged to 45 feet from the Gulf to about 2 miles W of the outer end of the jetties, and in the Inner Bar Channel to Bolivar Roads, thence 40 feet in ...
(35/02 CG8) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 27

Page 53 to Page 54, table; read:

UNITED STATES FISH AND WILDLIFE SERVICE

GREAT WHITE HERON NATIONAL WILDLIFE REFUGE

[Based on the North American Datum of 1983]

Point	Latitude	Longitude
1	24˚43.8'N.	81˚48.6'W.
2	24˚43.8'N.	81˚37.2'W.
3	24˚49.2'N.	81˚37.2'W.
4	24˚49.2'N.	81˚19.8'W.
5	24˚48.0'N.	81˚19.8'W.
6	24˚48.0'N.	81˚14.4'W.
7	24˚49.2'N.	81˚14.4'W.
8	24˚49.2'N.	81˚08.4'W.
9	24˚43.8'N.	81˚08.4'W.
10	24˚43.8'N.	81˚14.4'W.
11	24˚43.2'N.	81˚14.4'W.
12	24˚43.2'N.	81˚16.2'W.
13	24˚42.6'N.	81˚16.2'W.
14	24˚42.6'N.	81˚21.0'W.
15	24˚41.4'N.	81˚21.0'W.
16	24˚41.4'N.	81˚22.2'W.
17	24˚43.2'N.	81˚22.2'W.
18	24˚43.2'N.	81˚22.8'W.
19	24˚43.8'N.	81˚22.8'W.
20	24˚43.8'N.	81˚24.0'W.
21	24˚43.2'N.	81˚24.0'W.
22	24˚43.2'N.	81˚26.4'W.
23	24˚43.8'N.	81˚26.4'W.
24	24˚43.8'N.	81˚27.0'W.
25	24˚43.2'N.	81˚27.0'W.
26	24˚43.2'N.	81˚29.4'W.
27	24˚42.6'N.	81˚29.4'W.
28	24˚42.6'N.	81˚30.6'W.
29	24˚41.4'N.	81˚30.6'W.
30	24˚41.4'N.	81˚31.2'W.
31	24˚40.8'N.	81˚31.2'W.
32	24˚40.8'N.	81˚32.4'W.

COAST PILOT 5 (Continued)

33	24˚41.4'N.	81˚32.4'W.
34	24˚41.4'N.	81˚34.2'W.
35	24˚40.8'N.	81˚34.2'W.
36	24˚48.0'N.	81˚35.4'W.
37	24˚39.6'N.	81˚35.4'W.
38	24˚39.6'N.	81˚36.0'W.
39	24˚39.0'N.	81˚36.0'W.
40	24˚39.0'N.	81˚37.2'W.
41	24˚37.8'N.	81˚37.2'W.
42.....	24˚37.8'N.	81˚37.8'W.
43	24˚37.2'N.	81˚37.8'W.
44	24˚37.2'N.	81˚40.2'W.
45	24˚36.0'N.	81˚40.2'W.
46	24˚36.0'N.	81˚40.8'W.
47	24˚35.4'N.	81˚40.8'W.
48	24˚35.4'N.	81˚42.0'W.
49	24˚36.0'N.	81˚42.0'W.
50	24˚36.0'N.	81˚48.6'W.
51	24˚43.8'N.	81˚48.6'W.

(15 CFR 922) 42/02

Page 55—table; read:

GRECIAN ROCKS

[Based on differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25˚06.91'N.	80˚18.20'W.
2	25˚06.67'N.	80˚18.06'W.
3	25˚06.39'N.	80˚18.32'W.
4	25˚06.42'N.	80˚18.48'W.
5	25˚06.81'N.	80˚18.44'W.
6	25˚06.91'N.	80˚18.20'W.

(15 CFR 922) 42/02

Page 57 to Page 58—tables; read:

IN THE VICINITY OF THE FLORIDA KEYS

[Reference Charts: United States 11466, 27th Edition–September 1, 1990 and United States 11450, 4th Edition–August 11, 1990]

Point	Latitude	Longitude
1	25˚45.00'N.	80˚06.10'W.
2	25˚38.70'N.	80˚02.70'W.
3	25˚22.00'N.	80˚03.00'W.
4	25˚06.38'N.	80˚10.48'W.
5	24˚56.37'N.	80˚19.26'W.
6	24˚37.90'N.	80˚47.30'W.
7	24˚29.20'N.	81˚17.30'W.
8	24˚22.30'N.	81˚43.17'W.
9	24˚28.00'N.	81˚43.17'W.
10.....	24˚28.70'N.	81˚43.50'W.
11.....	24˚29.80'N.	81˚43.17'W.
12.....	24˚33.10'N.	81˚35.15'W.
13	24˚33.60'N.	81˚26.00'W.
14.....	24˚38.20'N.	81˚07.00'W.
15.....	24˚43.20'N.	80˚53.20'W.
16	24˚46.10'N.	80˚46.15'W.
17.....	24˚51.10'N.	80˚37.10'W.
18.....	24˚57.50'N.	80˚27.50'W.
19.....	25˚09.90'N.	80˚16.20'W.
20.....	25˚24.00'N.	80˚09.10'W.
21.....	25˚31.50'N.	80˚07.00'W.
22	25˚39.70'N.	80˚06.85'W.
23.....	25˚45.00'N.	80˚06.10'W.

IN THE VICINITY OF KEY WEST HARBOR

[Reference Chart: United States 11434, 21st Edition–August 11, 1990]

Point	Latitude	Longitude
24.....	24˚27.95'N.	81˚48.65'W.
25.....	24˚23.00'N.	81˚53.50'W.
26.....	24˚26.60'N.	81˚58.50'W.
27.....	24˚27.75'N.	81˚55.70'W.
28.....	24˚29.35'N.	81˚53.40'W.
29.....	24˚29.35'N.	81˚50.00'W.
30.....	24˚27.95'N.	81˚48.65'W.

AREA SURROUNDING THE MARQUESAS KEYS

Reference Chart: United States 11434, 21st Edition–August 11, 1990]

Point	Latitude	Longitude
31.....	24˚26.60'N.	81˚59.55'W.
32.....	24˚23.00'N.	82˚03.50'W.
33	24˚23.60'N.	82˚27.80'W.
34.....	24˚34.50'N.	82˚37.50'W.
35.....	24˚43.00'N.	82˚6.50'W.
36.....	24˚38.31'N.	81˚54.06'W.
37.....	24˚37.91'N.	82˚53.40'W.

COAST PILOT 5 (Continued)

38	24˚36.15'N.	81˚51.78'W.
39.....	24˚34.40'N.	81˚50.60'W.
40.....	24˚33.44'N.	81˚49.73'W.
41	24˚31.20'N.	81˚52.10'W.
42	24˚28.70'N.	81˚56.80'W.
43	24˚26.60'N.	81˚59.55'W.

AREA SURROUNDING THE DRY TORTUGAS ISLANDS

[Reference Chart: United States 11434, 21st Edition–August 11, 1990]

Point	Latitude	Longitude
44	24˚32.00'N.	82˚53.50'W.
45	24˚32.00'N.	83˚00.05'W.
46	24˚39.70'N.	83˚00.05'W.
47	24˚45.60'N.	82˚54.40'W.
48	24˚45.60'N.	82˚47.02'W.
49	24˚42.80'N.	82˚43.90'W.
50	24˚39.50'N.	82˚43.90'W.
51	24˚35.60'N.	82˚46.40'W.
52	24˚32.00'N.	82˚53.50'W.

(15 CFR 922) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 28

Page 22—Paragraphs 502 to 503; strike out.
(LL/96) 42/02

Page 186—Paragraph 11, lines 1 to 4; read:
Aids to navigation.–Lights and buoys are the principal guides to mark the approaches to the important harbors. Many of the light stations have fog signals particularly those in the vicinity of the larger ports.
(LL/96) 42/02

Page 198—Paragraph 223, line 5; read:
light or sound apparatus may be inoperative. Landmarks ...
(LL/96) 42/02

Page 201—Paragraph 13; read:
San Key Light (24˚27'12"N., 81˚52'30"W.), 109 feet above the water, is shown from a white, square, pyramidal skeleton tower enclosing a stair cylinder and square dwelling.
(LL/02) 42/02

Page 239—Paragraph 323, lines 12 to 13; read:
powerplant are conspicuous. The stacks at the turning basin, with alternating ...
(LL/96) 42/02

Page 285—Paragraph 7, line 6; read:
racon and a fog signal are at the light. **Southwest** ...
(LL/02) 42/02

Page 285—Paragraph 8, line 5; read:
fog signal is at South Pass West Jetty Light, ...
(LL/02) 42/02

Page 288—Paragraph 64, lines 3 to 4; read:
radar or radio bearings in conjunction with soundings.
(LL/96) 42/02

Page 366—Paragraph 154; read:
Port Aransas Coast Guard Station (27˚50.3'N., 97˚ 03.5'W.) is on the NE end of Mustang Island.
(LL/96; NOS 11312) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 29

Page 148—Paragraph 3632 to Page 149—Paragraph 3640; read:

(q) Moratorium on commercial vessel permits for king mackerel. This paragraph (q) is effective through October 15, 2005.

(1) No applications for additional commercial vessel permits for king mackerel will be accepted. Existing vessel permits may be renewed, are subject to the restrictions on transfer or change in paragraphs (q)(2) through (q)(5) of this section, and are subject to the requirement for timely renewal in paragraph (q)(6) of this section.

(2) An owner of a permitted vessel may transfer the commercial vessel permit for king mackerel issued under this moratorium to another vessel owned by the same entity.

(3) An owner whose percentage of earned income or gross sales qualified him/her for the commercial vessel permit for king mackerel issued under the moratorium may request that NMFS transfer that permit to the owner of another vessel, or to the new owner when he or she transfers ownership of the permitted vessel. Such owner of another vessel, or new owner, may receive a commercial vessel permit for king mackerel for his or her vessel, and renew it through April 15 following the first full calendar year after obtaining it, without meeting the percentage of earned income or gross sales requirement of paragraph (a)(2)(iii) of this section. However, to further renew the commercial vessel permit, the owner of the other vessel, or new owner, must meet the earned income or gross sales requirement not later than the first full calendar year after the permit transfer takes place.

(4) An owner of a permitted vessel, the permit for which is based on an operator's earned income and, thus, is valid only when that person is the operator of the vessel, may request that NMFS transfer the permit to the income-qualifying operator when such operator becomes an owner of a vessel.

(5) An owner of a permitted vessel, the permit for which is based on an operator's earned income and, thus, is valid only when that person is the operator of the vessel,

COAST PILOT 5 (Continued)

may have the operator qualification on the permit removed, and renew it without such qualification through April 15 following the first full calendar year after removing it, without meeting the earned income or gross sales requirement of paragraph (a)(2)(iii) of this section. However, to further renew the commercial vessel permit, the owner must meet the earned income or gross sales requirement not later than the first full calendar year after the operator qualification is removed. To have an operator qualification removed from a permit, the owner must return the original permit to the RA with an application for the changed permit.

(6) NMFS will not reissue a commercial vessel permit for king mackerel if the permit is revoked or if the RA does not receive an application for renewal within 1 year of the permit's expiration date.

(50 CFR 622.4) 42/02

Page 175—Paragraph 4286; strike out.

(50 CFR 622.44) 42/02

Page 262—Paragraph 60, lines 6 to 13; read:

lights and a **123˚35'** lighted range. The S side of the anchorage area is marked by daybeacons. (See Notice to Mariners and latest edition of the chart for controlling depths.) A barge channel extends 1.2 miles from the head of the turning basin. In January 2002, the controlling depth was 9.0 feet (11.6 feet at midchannel). A fixed highway bridge with a clearance of ...

(CL 1585/02; CL 1751/01; BP 177077; 24/02 CG8) 42/02

Page 275—Paragraph 294, line 11; read:

Channel Lighted Whistle Buoy GP (30˚07'12"N., 88˚52'42"W.) to 2 ...

(LL/02) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 30

Page 35—Paragraph 8, lines 2 to 3; read:

and E apply to all thirteen National Marine Sanctuaries for which site-specific regulations appear in Subparts F through R, respectively.

(15 CFR 922) 42/02

Page 41—Paragraph 160, line 4; read:

Sanctuary, 1716 Briarcrest Drive, Suite 702, Bryan, TX 77802.

(15 CFR 922) 42/02

Page 43—Paragraph 213; read:

The Sanctuary consists of all submerged lands and waters from the mean high water mark to the boundary described in Appendix I to this subpart, with the exception of areas within the Dry Tortugas National Park. Appendix I to this subpart sets forth the precise Sanctuary boundary established by the Florida Keys National Marine Sanctuary and Protection Act.

(15 CFR 922) 42/02

COAST PILOT 5 29 Ed 2002 Change No. 31

Page 210—Paragraph 170, lines 5 to 6; read:

basin about 1.3 miles above the mouth of the river. In June 2002, the midchannel controlling depth was 4.8 feet. The channel is well ...

(CL 1521/02) 42/02

Page 226—Paragraph 66, lines 12 to 13; read:

Oceanographic Real Time System) at 727-822-0022 or 727-822-5836.

(CL 758/02) 42/02

Page 227—Paragraph 80, line 2; read:

with tugs up to 6,700 hp. Some tugs are equipped for fire-fighting..

(CL 758/02) 42/02

Page 366—Paragraph 141, line 9; read:

of 5.8 feet in July 2001. Privately maintained lights mark the S ...

(CL 1263/02) 42/02

Page 388—Paragraph 198, line 2; read:

the waterway at **Mile 234.2**. A marina is on the southeast side of the bridge with a reported approach depth of 6 feet through a marked channel.

(CL 758/02) 42/02

Page 399—Paragraph 432, lines 5 to 6; read:

and in the slip. In July 2001, 8.0 feet was reported in the entrance; thence in 2000, 7 to 13 feet was in the basin. Launching ...

(CL 1263/02; NOS 11314) 42/02

WORLD PORT INDEX CORRECTIONS

PUB 150 **17 Ed 2000** **LAST NM 40/02**

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	SWELL	ICE	OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
14630	CALDERA	CI	2703S	07050W	125	22252	V	CN	F				Y		A	A *	H	J	03	L			42/02
48640	HANSTAL CREEK *	IN	2256N *	07024E	173	63065	V	RN	F	Y	N	N			K	L	P		15	L			42/02
48760	BHAVNAGAR	IN	2146N *	07214E *	173	63092	S	RN	G	Y	N	N	Y		L	J	L		23	M			42/02
48840	BOMBAY	IN	1850N *	07250E *	173	63103	L	CT	G	Y	N	N	Y		L	M	K	H	09	L			42/02
48845	JAWAHARLAL NEHRU PORT	IN	1857N	07257E *	173	63103	L	CT	G	Y	N	N	Y		J	H	K		09	L			42/02
48970	MARMUGAO BAY *	IN	1526N	07348E	173	63111	V	RN	G	N	N	N	Y		K	L	L	L	04	L	Y		42/02
48990	KARWAR	IN	1449N	07407E	173	63110	V	CN	F	N	Y	N	Y		K	M	M *		04	L			42/02
49140	ALLEPPEY	IN	0929N	07619E	173	63210	S	OR	F	N	N	N	Y		L	A	P *			L	Y		42/02
49160	QUILON	IN	0853N	07635E	173	63210	S	CN	F	N	N	N	Y		L *	L	G		02	M			42/02
49170	TRIVANDRUM	IN	0829N	07657E	173	63210	V	OR	P	N	N	N	Y		E *	E *	P			M			42/02
49240	COLOMBO *	CE	0657N	07951E	173	63233	L	CB	F	N	N	N	Y		J	J	K	K	01	L		Y	42/02
49320	TUTICORIN	IN	0848N	07810E	173	63250	S	OR	F	Y	N	N	Y		K	K	L	L *	02	M	Y		42/02
49460	MACHILIPATNAM	IN	1609N	08109E *	173	63281	V	OR	P	N	N	N	Y	N		K	P		05	M			42/02
49470	COCANADA BAY *	IN	1700N *	08219E *	173	63290	S	OR	P	N	N	N	Y		P	L	P		03	M			42/02
49550	BALESHWAR *	IN	2129N	08657E	173	63320	V	RN	F	Y	N	N	Y	N	P	M	P		08	M			42/02
49580	MONGLA ANCHORAGE *	BG	2228N	08935E	173	63331	S	RN	G	Y	N	N	Y	N	N	M			08	M			42/02
49660	MOULMEIN HARBOR *	BM	1629N	09737E	173	63420	S	RN	G	Y	N	N	Y	N	O	M	N		10	M			42/02
49700	VICTORIA POINT HARBOR *	BM	0959N *	09833E *	173	63440	V	CN	G	N	N	N	Y	N	F	H							42/02

PUB 150 (Continued)

49740	NANCOWRY			IN	0801N	09331E	173	63390	V	CN	G		N	N	N	Y	N	A	B	O		04		Y							42/02
	*				*	*																									
49770	BAN THA RUA HARBOR			TH	0750N	09824E	174	71043	S	CN	G			N	N	Y	N	M	M												42/02
	*																														

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE: COMPULSORY	PILOTAGE: AVAILABLE	PILOTAGE: LOCAL ASSIST	PILOTAGE: ADVISABLE	TUGS SALVAGE	TUGS ASSIST	QUARANTINE: PRATIQUE	QUARANTINE: DERATT CERT	QUARANTINE: OTHER	COMMUNICATIONS: TELEPHONE	COMMUNICATIONS: TELEGRAPH	COMMUNICATIONS: RADIO	COMMUNICATIONS: RADIO TEL	COMMUNICATIONS: AIR	COMMUNICATIONS: RAIL	LOAD/OFFLOAD: WHARVES	LOAD/OFFLOAD: ANCHOR	LOAD/OFFLOAD: MED MOOR	LOAD/OFFLOAD: BEACH MOOR	LOAD/OFFLOAD: ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES: FIXED	CRANES: MOBILE	CRANES: FLOATING	LIFTS: 100 TONS PLUS	LIFTS: 50 - 100 TONS	LIFTS: 25 - 49 TONS	LIFTS: 0 - 24 TONS	SERVICES: LONGSHORE	SERVICES: ELECT	SERVICES: STEAM	SERVICES: NAVIG EQUIP	SERVICES: ELECT REPAIR	SUPPLIES: PROVISIONS	SUPPLIES: WATER	SUPPLIES: FUEL OIL	SUPPLIES: DIESEL OIL	SUPPLIES: DECK	SUPPLIES: ENGINE	REPAIR	DRYDOCK	RAILWAY	
14630	Y	N	Y	Y				N	N	Y			Y	Y	Y	N	Y	Y	Y	Y				Y	Y	*	N	Y						Y						Y	N	N	N			S	42/02
48840	Y	Y	Y	Y	Y		Y	N	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y				Y			Y	Y		Y		Y		Y						Y	Y	Y	Y	Y	Y	A	L	42/02
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48845	Y		Y			Y		Y	N			Y	Y		Y				N								Y	Y			Y							Y									42/02
				*		*																																							
49030	Y	N	Y	Y	Y		Y		Y	Y	Y		N	Y	Y		Y	Y		Y				Y			N	Y					Y		Y					Y	N	N	Y	Y	C	S	42/02
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49140	Y	N	N	N	N	N	N		Y	Y			N	N	N	N	Y		Y	Y				Y			N		Y				Y						Y	N	N	N			N		42/02
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49200	Y	Y		Y	Y												Y		Y								N																				42/02
				*	*																																								
49450	Y	Y	Y	Y	Y		Y		Y		Y		Y	Y	Y	Y	Y	Y	Y	Y	Y			Y			Y	Y	Y		Y	Y		Y						Y	Y	Y	Y	Y	Y	A	M	M	42/02
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